



FloorPrep

Legislative Digest

Wednesday, February 3, 1999

J.C. Watts, Jr.
Chairman
4th District, Oklahoma

House Meets at 10:00 a.m. for Legislative Business

Anticipated Floor Action:

H.R. 98—War Risk Insurance Reauthorization Act

H.R. 99—FAA Short-Term Extension Act

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H.R. 98—War Risk Insurance Reauthorization Act

Floor Situation: The House will consider H.R. 98 under suspension of the rules as its first order of business today. It is debatable for 40 minutes, may not be amended, and requires a two-thirds majority vote for passage.

Summary: H.R. 98 reauthorizes the Aviation Insurance Program for an additional five years through December 31, 2003. The FY 1999 Omnibus Appropriations bill (*P.L. 105-277*) authorized a short-term extension for the program for three months—through March 31, 1999; the program had been set to expire on December 31, 1998. Last year, the House passed a similar five-year reauthorization package (H.R. 4058; *H.Rept. 105-632*) by voice vote; however, the Senate did not act on the measure. A CBO cost estimate was unavailable at press time. The bill was introduced by Messrs. Shuster, Duncan, Oberstar and Lipinski; the Transportation Committee reported the bill by voice vote on January 7, 1999.

Additional Information: See *Legislative Digest*, Vol. XXVIII, #2, January 29, 1999.

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H.R. 99—FAA Short-Term Extension Act

Floor Situation: The House will consider H.R. 99 after it completes consideration of H.R. 98. Yesterday, the Rules Committee granted an open rule that provides one hour of general debate,

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equally divided between the chairman and ranking minority member of the Transportation Committee. The rule makes in order a committee amendment in the nature of a substitute as base text and accords priority in recognition to members who have their amendments pre-printed in the *Congressional Record*. The chairman of the Committee of the Whole may postpone votes and reduce the voting time on a postponed vote to five minutes, provided that it follows a regular 15-minute vote. Finally, the rule provides one motion to recommit, with or without instructions.

Summary: H.R. 99 reauthorizes funding for the Airport Improvement Program (AIP) through September 30, 1999, and makes a number of minor changes to Federal Aviation Administration (FAA) programs. The FY 1999 Omnibus Appropriations bill (*P.L. 105-277*) enacted at the conclusion of the 105th Congress extended the AIP for six months—through March 31, 1999. Specifically, the measure authorizes (1) \$2.4 billion for the airport improvement program, and (2) \$7.8 billion for FAA operations, facilities, and equipment. Specifically, the bill includes funding for airport improvements, air traffic control facilities and equipment, and the salaries and expenses of operating the FAA. The substitute also extends the expenditure authority from the Aviation Trust Fund through October 1, 1999; the trust fund's authorization expired on October 1, 1998. Expenditures from the trust fund pay for Federal Aviation Administration (FAA) operations, facilities and equipment, and airport capital expenses.

CBO estimates that enactment will increase outlays for FAA operation, facilities, and equipment by \$82 million in FY 1999 and by \$200 million over the FY 1999-2002 period. The bill also provides an additional \$1.2 billion of contract authority to the AIP; however, CBO estimates that this contract authority will have no impact on outlays from direct spending. The bill was introduced by Messrs. Shuster, Duncan, Oberstar and Lipinski; the Transportation Committee reported the bill by voice vote on January 7, 1999.

Views: The Republican leadership supports passage of the bill. An official Clinton Administration viewpoint was unavailable at press time.

Amendments: At press time, the *Legislative Digest* was unaware of any amendments to H.R. 99.

Additional Information: See *Legislative Digest*, Vol. XXVIII, #2, January 29, 1999

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